

Traffic Impact Analysis
For
Coastal Christian School
San Luis Obispo County

PREPARED FOR

Coastal Christian School
1220 Farroll Road
Arroyo Grande, CA

PREPARED BY

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Existing Traffic Count Data 2008
 AM and PM Peak Hour Intersection Turning Movements
 Daily Traffic Counts

Existing Conditions ICU Worksheets

Cumulative Conditions ICU Worksheets

INTRODUCTION

The following traffic impact study was prepared to address the potential traffic impacts of the proposed Coastal Christian School (CCS) located northerly of the City of Pismo Beach and westerly of the City of Arroyo Grande in the County of San Luis Obispo. The project was evaluated at a programmatic level in the Los Robles Del Mar project in 2001-2003. At this time, CCS is proposing a specific master plan of development for the school site. The County of San Luis Obispo Public Works Department reviewed and approved the scope of work for this traffic study including: the requirement for updated traffic counts, intersections and road segments to collect current traffic data and analyze.

PROJECT DESCRIPTION

The CCS is located westerly of Oak Park Boulevard between Meadowlark Drive and James Way. At this time, the school master plan will likely be developed over eight phases as specific needs and funding allows. The existing K-8 grade school will be relocated to the project site during the first phase of the project. Subsequent phases will add various classrooms for High School aged students, gymnasium, chapel, labs, industrial tech shops, playfields and other ancillary uses. Access to the school is proposed via a new roadway intersection mid-way between Meadowlark Drive and James Way. Frontage improvements along Oak Park Boulevard to provide curbing and a center turn lane near the project access will be constructed with the project. The project is detailed in Table 1 below and on Exhibit 1.

EXISTING CONDITIONS

Currently, the road network that serves the School consists primarily of Oak Park Boulevard. Due to the School's draw of students from around the Five Cities Area, other roadways are utilized to access Oak Park Boulevard including: James Way, W. Branch Street and Highway 101. The County indicated that due to the anticipated size of the school, that the study area for this report includes an analysis of Oak Park Boulevard between James Way and Meadowlark Drive and AM/PM peak hour analysis of the intersections of Oak Park Boulevard at James Way and at Meadowlark Drive.

Oak Park Boulevard connects Highway 101 with Noyes Road in the foothills to the northeast of the project. Near Highway 101, Oak Park Boulevard is four lanes wide with traffic signals controlling the rights-of-way at the W. Branch Street and James Way intersections. To the north of James Way, Oak Park Boulevard narrows to one lane in each direction. The intersection with Meadowlark Drive is STOP controlled on the side street only. The posted speed limit is 45 MPH.

James Way is a regional connector roadway between Pismo Beach and Arroyo Grande northerly of Highway 101. Generally, one travel lane with bike lanes is provided in each direction. STOP signs control vehicular rights-of-way at most intersections. In the vicinity of the project, the only signalized intersection is located at Oak Park Boulevard.

Meadowlark Drive is located just north of the project access and functions as a residential collector street. The extension of Meadowlark Drive northwesterly into the Las Robles Del Mar project was planned to occur with that project. The School project does not propose to construct that intersection or roadway. Once the Los Robles Del Mar project is constructed, the project would connect to the internal street system originally proposed by that project.

Traffic counts were collected in early June 2008, while area schools were still in session, for this project during the AM (7-9 AM) and PM (4-6 PM) peak hours at the two study area intersections. Roadway segment counts were also collected at the same time.

Table 1
Development Phasing for Coastal Christian School

Phase 1 - Elementary 200 Students

Administration Office
Teachers Lounge
Elementary School (12 Classrooms)
Library/Computer Lab
Equipment Storage
Restrooms
Kindergarten (3 Classrooms)

Phase 2 - No Additional Students

Auditorium (435 person capacity)
Choir/Band Room
Kitchen/Indoor Dining
Outdoor Dining

Phase 3 - Jr. High and High School (400 students)

Administration offices for High School
High Tech Science Lab
High School Classrooms (8 rooms)
High School Library
Jr. High Classrooms (4 rooms)

Phase 4 - Industrial Arts (no additional students)

Industrial Arts Building

Phase 5 - Gymnasium (no additional students)

Gym lockers
Gymnasium
Pool

Phase 6 - Retreat Area (no additional students)

Retreat Rooms (2 rooms)
Memorial Garden Area

Phase 7 - Ball Fields (no additional students)

Football/Soccer/Softball Fields

Phase 8 - Chapel (no additional students)

Chapel/performing arts building (366 person capacity)

MASTER PLAN

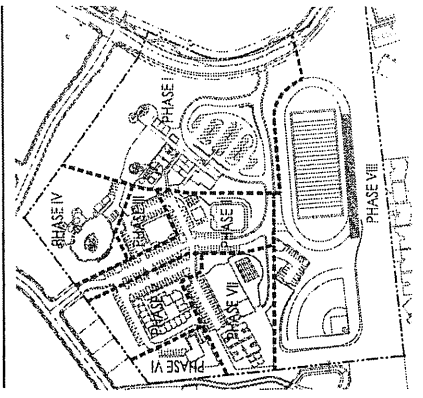
COASTAL CHRISTIAN SCHOOL

OAK PARK BOULEVARD
PISMO BEACH, CA

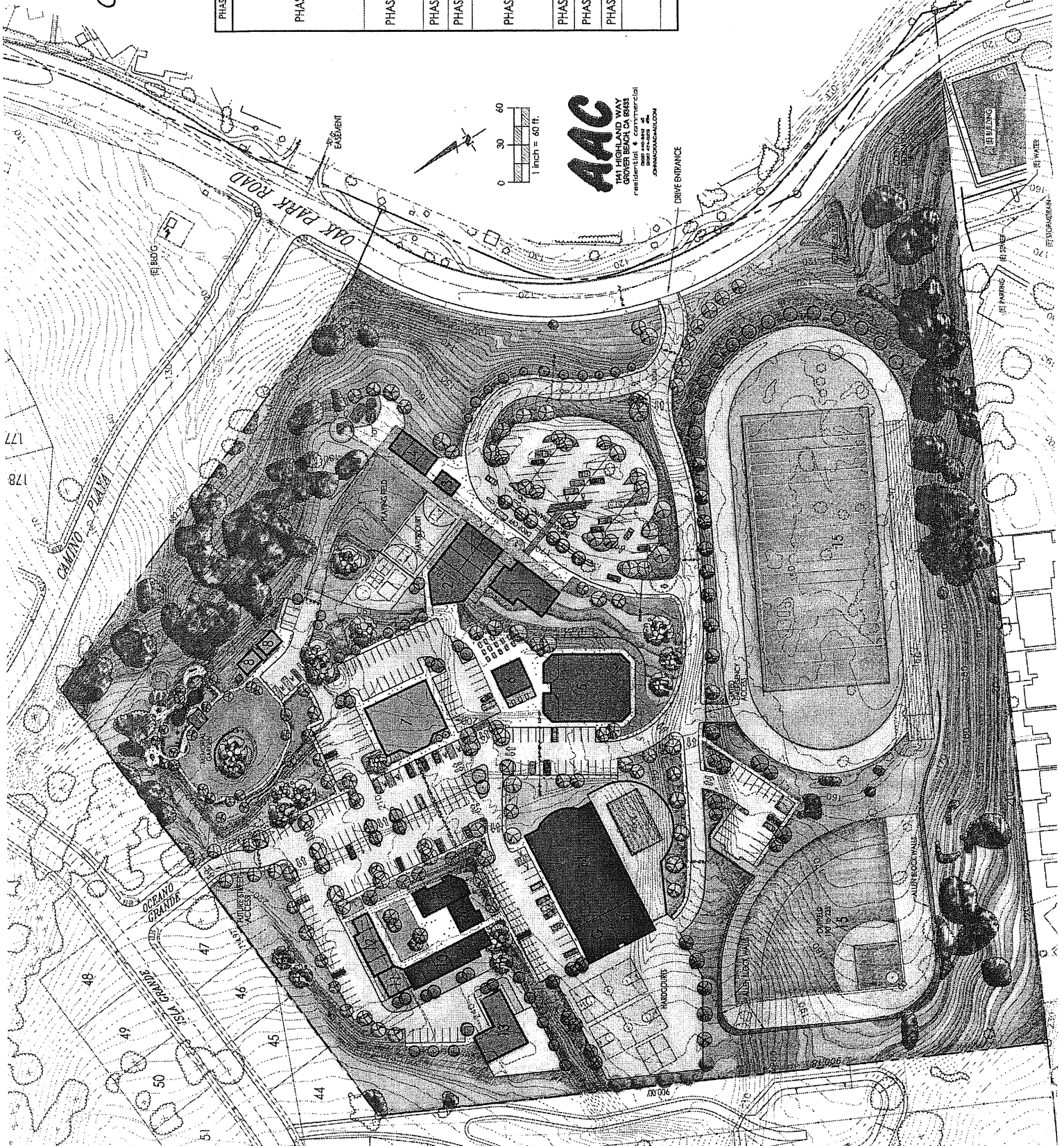
SCHOOL LEGEND

PHASE	ROOM	AREA	PARKING RATIO
PHASE I	#1 ADMINISTRATION/OFFICE/TEACHERS LOUNGE	3,450 S.F.	1 SPACE/200 S.F.
	#2 ELEMENTARY SCHOOL (10 CLASSROOMS, LIBRARY/COMPUTER LAB, LEARNING CENTER)	9,894 S.F.	1 SPACE/CLASSROOM
	#3 EQUIPMENT STORAGE/RESTROOMS	600 S.F.	N.A.
	#4 KINDERGARTEN (5 CLASSROOMS)	1,800 S.F.	1 SPACE/CLASSROOM
PHASE II	#5 AUDITORIUM (400 SEATS)/CHORUS/AND ROOM	10,022 S.F.	1 SPACE/1 SEAT
	#6 KITCHEN/INDOOR DINING/OUTDOOR DINING	1,400 S.F.	N.A.
PHASE III	#7 CHAPEL	6,707 S.F.	1 SPACE/1 SEAT OF SANCTUARY
PHASE IV	#8 TERRACE (PARENTS) AND MEMORIAL GARDEN	1,140 S.F.	1 SPACE/UNIT
PHASE V	#9 HIGH TECH SCIENCE LAB	2,213 S.F.	1 SPACE/CLASSROOM
	#10 HIGH SCHOOL (8 CLASSROOMS)	4,732 S.F.	1 SPACE/CLASSROOM
	#11 2-HIGH/1-HIGH SCHOOL LIBRARY	1,173 S.F.	N.A.
PHASE VI	#12 2-HIGH (1 CLASS ROOMS)	2,247 S.F.	1 SPACE/CLASSROOM
PHASE VII	#13 INDUSTRIAL ARTS	3,450 S.F.	1 SPACE/CLASSROOM
PHASE VIII	#14 GYM/LOCKER ROOMS	19,225 S.F.	N.A.
PHASE VIII	#15 BALL FIELDS	N.A.	N.A.
SCHOOL PARKING SPACES REQUIRED			
CHURCH PARKING SPACES REQUIRED			
TOTAL PARKING SPACES PROVIDED			

PHASING KEY PLAN



SHEET



The average daily traffic (ADT) for Oak Park Boulevard north of James Way was found to be 4,701 vehicles per day. The capacity of a divided two lane roadway is in the 10,000 – 15,000 ADT range depending on roadway and other factors. In this location, the roadway operation is still very good with no congestion being experienced on a daily basis.

The County of San Luis Obispo has utilized the Intersection Capacity Utilization (ICU) methodology for evaluation the operation of intersections during peak hours. This procedure provides a measurement of the traffic volumes by turning movement compared with the travel lane capacity. These volume-to-capacity ratios range from 0.0 to 1.0, corresponding to LOS A up to 0.60, LOS B up to 0.70, LOS C up to 0.80. The County also utilizes level of service C or LOS C, as a goal level of service for rural county roadway intersections. The ICU value that corresponds to this level of service is 0.80.

Using this methodology, the existing intersection levels of service for the study area intersections were calculated. The results of these calculations are summarized in Table 2. The peak hour traffic counts, daily traffic volumes, and intersection calculation worksheets can be found in the appendix to this report.

Table 2
Existing Intersection Level of Service
AM and PM Peak Hours

Location	AM Peak Hour	PM Peak Hour
Oak Park Boulevard at		
James Way	0.44 v-c ratio / LOS A	0.48 v-c ratio / LOS A
Meadowlark Drive	0.31 v-c ratio / LOS A	0.34 v-c ratio / LOS A

As seen in this table, both of the study area intersections currently operate within acceptable levels of service.

PROJECT TRAFFIC

Trip Generation and Distribution

To estimate the traffic generated by the project, the trip generation rates published by the Institute of Transportation Engineers (ITE) in Trip Generation: An informational report, Seventh Edition were used. The land use code most closely related to the project is Code 536 – Private School K-12. The trip generation rates for the daily (ADT) and AM/PM peak hours are 2.48 trips per student per day and 0.79 and 0.17 trips per AM and PM peak hours respectively.

In terms of traffic generation, the project is separated into two phases. The first phase is a 200 student phase and the second is a total of 600 student phase. Using the trip generation rates, the project is expected to generate the following amount of traffic on a daily and peak hour basis.

Table 3
Project Trip Generation

	Students	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates		2.48	0.48	0.31	0.79	0.07	0.10	0.17
Phase 1	200	496	96	62	158	15	19	34
Phase 3	600	1488	289	185	474	44	58	102

The trip distribution for the school traffic was based on data contained in the original Los Robles Del Mar EIR and updated based on the current traffic counts and specifically for school traffic. The trip distribution during the AM peak hour and PM peak hour is as follows:

Orientation	AM Peak Hour	PM Peak Hour
North – Oak Park Boulevard	25%	10%
South – Oak Park Boulevard	70%	90%
East – Meadowlark Drive	5%	Nominal

Phase 1 Traffic Impacts

To estimate the potential impact of the project, the project related traffic with Phase 1 was added to the existing conditions and the ICU vales were recalculated. The results of this analysis are summarized in Tables 4 and 5 below.

Table 4
Existing Intersection Level of Service
AM Peak Hour Plus Project Phase 1

Location	AM Peak Hour	Plus Project Phase 1
Oak Park Boulevard at		
James Way	0.44 v-c ratio / LOS A	0.45 v-c ratio / LOS A
Site Access	NA	0.34 v-c ratio / LOS A
Meadowlark Drive	0.31 v-c ratio / LOS A	0.34 v-c ratio / LOS A

Table 5
Existing Intersection Level of Service
PM Peak Hour Plus Project Phase 1

Location	PM Peak Hour	Plus Project Phase 1
Oak Park Boulevard at		
James Way	0.48 v-c ratio / LOS A	0.48 v-c ratio / LOS A
Site Access	NA	0.34 v-c ratio / LOS A
Meadowlark Drive	0.34 v-c ratio / LOS A	0.34 v-c ratio / LOS A

As shown in these tables, the addition of Phase 1 project traffic does not change any of the existing conditions levels of service. All three intersections would operate very well at LOS A during the AM and PM peak hours.

This analysis assumes that the project access to Oak Park Boulevard is improved with the project access road/driveway being constructed and frontage improvements along Oak Park Boulevard to provide one travel lane in each direction with bike lane and center island median with left turn lane into the project access. To accommodate the left turn traffic demand during the higher morning peak hour, the left turn lane should be constructed with 250 feet of storage or to accommodate 10 vehicles. The project roadway/driveway should provide one left turn lane and one right turn lane exiting the school and one lane entering the school. The intersection would have a STOP sign installed on the project roadway/driveway only.

Phase 3 Traffic Impacts

Similarly, the traffic generated with the second student phase of the project (Project Phase 3) was superimposed on the existing conditions peak hour traffic volumes and the ICU values were

recalculated. The results of that analysis are summarized in Tables 6 and 7 for the AM and PM peak hours respectively.

Table 6
Existing Intersection Level of Service
AM Peak Hour Plus Project Phase 3

Location	AM Peak Hour	Plus Project Phase 2
Oak Park Boulevard at		
James Way	0.44 v-c ratio / LOS A	0.48 v-c ratio / LOS A
Site Access	NA	0.44 v-c ratio / LOS A
Meadowlark Drive	0.31 v-c ratio / LOS A	0.36 v-c ratio / LOS A

Table 7
Existing Intersection Level of Service
PM Peak Hour Plus Project Phase 3

Location	PM Peak Hour	Plus Project Phase 2
Oak Park Boulevard at		
James Way	0.48 v-c ratio / LOS A	0.49 v-c ratio / LOS A
Site Access	NA	0.34 v-c ratio / LOS A
Meadowlark Drive	0.34 v-c ratio / LOS A	0.34 v-c ratio / LOS A

As shown in these tables, the addition of Phase 3 project traffic does not change any of the existing conditions levels of service. All three intersections would operate very well at LOS A during the AM and PM peak hours. The project would not result in any project related traffic impacts under the existing traffic conditions.

FUTURE CONDITIONS

For this study, the previous traffic study and EIR for the overall Los Robles Del Mar project forms the basis for the assessment of future and regional impacts. The scope of this study is to address more school specific traffic impacts. The cumulative impacts of the other approved and pending projects, including the overall Los Robles Del Mar were addressed in the EIR in 2003. In that study, school traffic totaling 1,380 ADT, 460 AM and 100 PM peak hour trips were included in the analysis. Currently, the project as proposed is expected to generate 1,488 ADT, 474 AM and 102 PM peak hour trips. The current project traffic estimate is slightly higher than the previous project by 108 ADT, 14 AM and 2 PM peak hour trips.

In the future traffic conditions analysis that follows, the previous cumulative traffic volumes projected by the Los Robles Del Mar EIR were used as the baseline conditions to determine the potential impact of the current school project. The change from the then existing traffic to the cumulative traffic was added to the now current peak hour traffic volumes for the study area intersections.

The baseline of future traffic conditions for the two study area intersections were found by calculating the ICU value using the revised future cumulative traffic volumes. The results of those calculations are summarized below in Table 8 of the AM and PM peak hours. As seen in this table, both of the study area intersections are forecast to operate at LOS A and are consistent with the levels of service projected in the 2003 Los Robles Del Mar EIR.

Table 8

Cumulative Intersection Level of Service
AM and PM Peak Hours

Location	AM Peak Hour	PM Peak Hour
Oak Park Boulevard at		
James Way	0.47 v-c ratio / LOS A	0.50 v-c ratio / LOS A
Meadowlark Drive	0.33 v-c ratio / LOS A	0.35 v-c ratio / LOS A

Phase 1 Traffic Impacts

To evaluate the project's potential impact, the project related traffic for the two student intensive phases were added to the cumulative future base traffic volumes and the ICU values calculated. The results of this analysis for Phase 1 project traffic are summarized in Tables 9 and 10 for the AM and PM peak hours, respectively.

Table 9

Cumulative Intersection Level of Service
AM Peak Hour Plus Project Phase 1

Location	AM Peak Hour	Plus Project Phase 1
Oak Park Boulevard at		
James Way	0.47 v-c ratio / LOS A	0.49 v-c ratio / LOS A
Site Access	NA	0.34 v-c ratio / LOS A
Meadowlark Drive	0.33 v-c ratio / LOS A	0.35 v-c ratio / LOS A

Table 10

Cumulative Intersection Level of Service
PM Peak Hour Plus Project Phase 1

Location	PM Peak Hour	Plus Project Phase 1
Oak Park Boulevard at		
James Way	0.50 v-c ratio / LOS A	0.51 v-c ratio / LOS A
Site Access	NA	0.35 v-c ratio / LOS A
Meadowlark Drive	0.35 v-c ratio / LOS A	0.36 v-c ratio / LOS A

As shown in the Phase 1 cumulative project intersection level of service analysis, the intersection operation will remain at LOS A with the addition of the traffic associated with Phase 1 of the project. No significant cumulative traffic related impacts would be expected to occur.

Phase 3 Cumulative Project Impacts

Similarly, the potential traffic impacts that can be expected with the addition the traffic associated with Phase 3 of the project was superimposed on the cumulative base traffic conditions and the ICU values were recalculated. The results of the Phase 3 project traffic impact analysis are summarized in Tables 11 and 12 for the AM and PM peak hours, respectively.

Table 11

Cumulative Intersection Level of Service
AM Peak Hour Plus Project Phase 3

Location	AM Peak Hour	Plus Project Phase 2
Oak Park Boulevard at		
James Way	0.47 v-c ratio / LOS A	0.51 v-c ratio / LOS A
Site Access	NA	0.45 v-c ratio / LOS A
Meadowlark Drive	0.33 v-c ratio / LOS A	0.38 v-c ratio / LOS A

Table 12

Cumulative Intersection Level of Service
PM Peak Hour Plus Project Phase 3

Location	PM Peak Hour	Plus Project Phase 2
Oak Park Boulevard at		
James Way	0.50 v-c ratio / LOS A	0.52 v-c ratio / LOS A
Site Access	NA	0.35 v-c ratio / LOS A
Meadowlark Drive	0.35 v-c ratio / LOS A	0.36 v-c ratio / LOS A

As shown in the Phase 3 cumulative project intersection level of service analysis, the intersection operation will remain at LOS A with the addition of the traffic associated with Phase 1 of the project. No significant cumulative traffic related impacts would be expected to occur.

SITE ACCESS AND RIGHT OF WAY CONTROL

Currently, the school proposes to take direct access to Oak Park Boulevard midway between James Way and Meadowlark Drive. Concurrent with Phase 1 development, a three lane roadway would be constructed at the project intersection with Oak Park Boulevard to accommodate the project traffic. Initially, a STOP sign would be placed on the project access approach to the intersection with Oak Park Boulevard.

Ultimately, with the additional Phase 3 project traffic, the school driveway/ access road would need to be signalized to accommodate the peak hour traffic demands. A school area traffic signal (one that operates during school hours only) may be warranted. However, a traffic signal warrant analysis at the time of the occupancy of Phase 3 of the project would need to be prepared to address the traffic controls in place along Oak Park Boulevard at that time. This analysis would evaluate the spacing of planned or installed traffic signals along the Oak Park Boulevard corridor for operational impacts. The school project would install a traffic signal at the project access as proposed unless the Los Robles Del Mar road network has been constructed and travel patterns have been modified in the area. If the Los Robles Del Mar road network has been installed, a traffic study concurrent with the Phase 3 project development would evaluate the school access patterns with the updated road network to determine if a traffic signal installation at the school roadway/driveway or at Meadowlark Drive is most appropriate.

MITIGATION MEASURES

The proposed project is planned to be developed over a number of years in a number of phases. Two phases (Phase 1 and Phase 3) are most likely the key development phases in terms of additional student loads at the campus and therefore traffic volumes being added to the road network.

Phase 1 Improvements

To provide frontage improvements, the project would be required to improve the northwestern curblin along Oak Park Boulevard to provide pavement, curb, gutter and sidewalks to provide one travel lane, bike lane and center median.

To address project traffic entering the site, the project during Phase 1 would construct a 250 foot long left turn lane in the center median.

The project would be required to construct an access road/driveway to the main campus from Oak Park Boulevard. At the intersection with Oak Park Boulevard, there would be two lanes for exiting site traffic and one entering lane. The second exiting lane would be approximately 150 feet in length. One travel lane entering the site from Oak Park Boulevard would provide adequate capacity for the project. Beyond the intersection with Oak Park Boulevard, one travel lane in each direction would provide adequate capacity for site ingress and egress.

Phase 3 Improvements

In addition to the Phase 1 improvements, a traffic signal would be installed to accommodate school traffic. The project would be required to conduct a traffic signal warrant study at that time to evaluate the traffic and roadway conditions along Oak Park Boulevard and the Los Robles Del Mar area to determine the optimum location for the traffic signal; either at the school access or at the intersection with Meadowlark Drive (consistent with the Los Robles Del Mar EIR).

City Traffic Counters
626.256.4171

File Name : OakPJJames
Site Code : 00000000
Start Date : 6/3/2008
Page No : 1

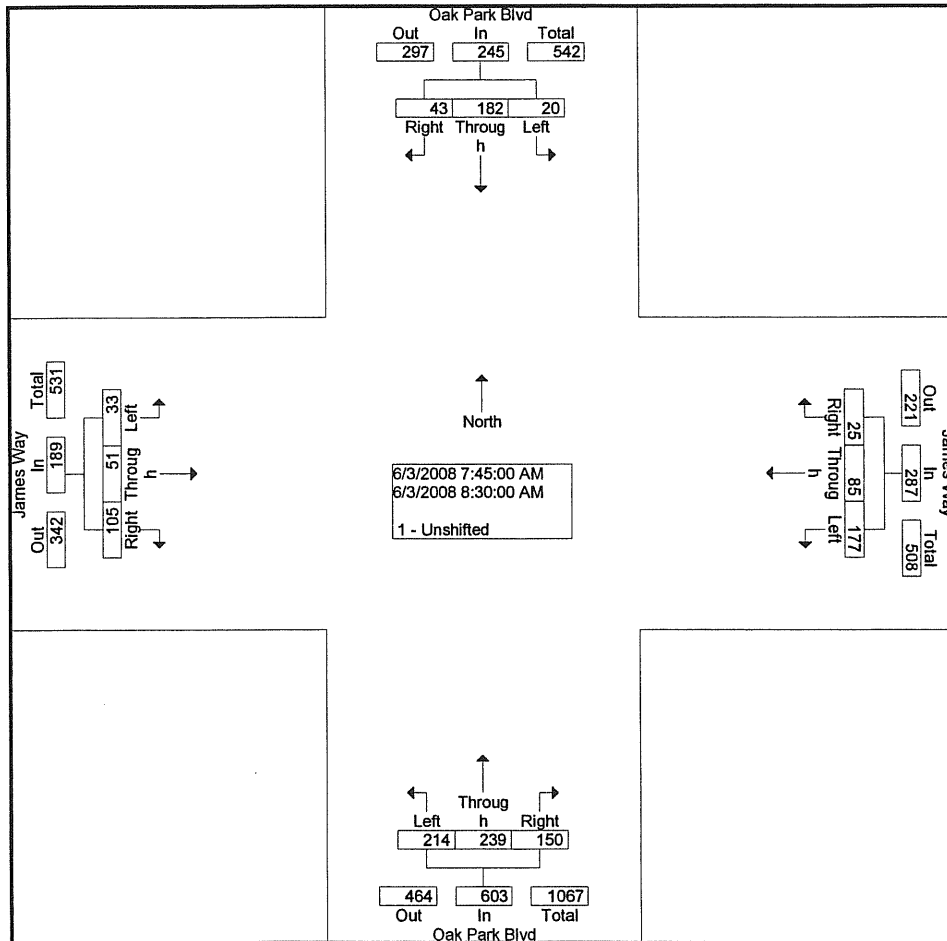
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	Oak Park Blvd Southbound			James Way Westbound			Oak Park Blvd Northbound			James Way Eastbound			Int. Total
Start Time	Left	Throug h	Right	Left	Throug h	Right	Left	Throug h	Right	Left	Throug h	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	2	39	10	21	12	5	17	43	7	7	6	21	190
07:15 AM	4	42	12	29	11	4	20	49	15	9	6	20	221
07:30 AM	3	61	8	41	10	7	35	59	16	7	9	31	287
07:45 AM	5	38	6	35	25	8	47	56	43	7	9	26	305
Total	14	180	36	126	58	24	119	207	81	30	30	98	1003
08:00 AM	5	37	9	34	19	8	50	66	31	10	11	17	297
08:15 AM	4	60	16	56	21	4	63	68	31	10	13	30	376
08:30 AM	6	47	12	52	20	5	54	49	45	6	18	32	346
08:45 AM	4	51	11	22	15	1	44	36	43	6	12	33	278
Total	19	195	48	164	75	18	211	219	150	32	54	112	1297
04:00 PM	5	66	17	31	17	7	68	56	49	29	35	45	425
04:15 PM	9	56	19	31	21	2	56	54	27	20	31	67	393
04:30 PM	10	67	14	31	12	6	41	45	29	15	32	52	354
04:45 PM	7	67	15	25	17	2	54	61	43	20	37	60	408
Total	31	256	65	118	67	17	219	216	148	84	135	224	1580
05:00 PM	7	92	9	32	18	0	41	70	50	18	28	54	419
05:15 PM	5	81	10	40	22	6	48	53	43	10	34	40	392
05:30 PM	5	84	11	27	18	2	23	54	39	27	36	38	364
05:45 PM	8	55	10	25	9	5	40	40	27	12	19	25	275
Total	25	312	40	124	67	13	152	217	159	67	117	157	1450
Grand Total	89	943	189	532	267	72	701	859	538	213	336	591	5330
Apprch %	7.3	77.2	15.5	61.1	30.7	8.3	33.4	40.9	25.6	18.7	29.5	51.8	
Total %	1.7	17.7	3.5	10.0	5.0	1.4	13.2	16.1	10.1	4.0	6.3	11.1	

City Traffic Counters
626.256.4171

File Name : OakPJJames
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Start Date : 6/3/2008
Page No : 2

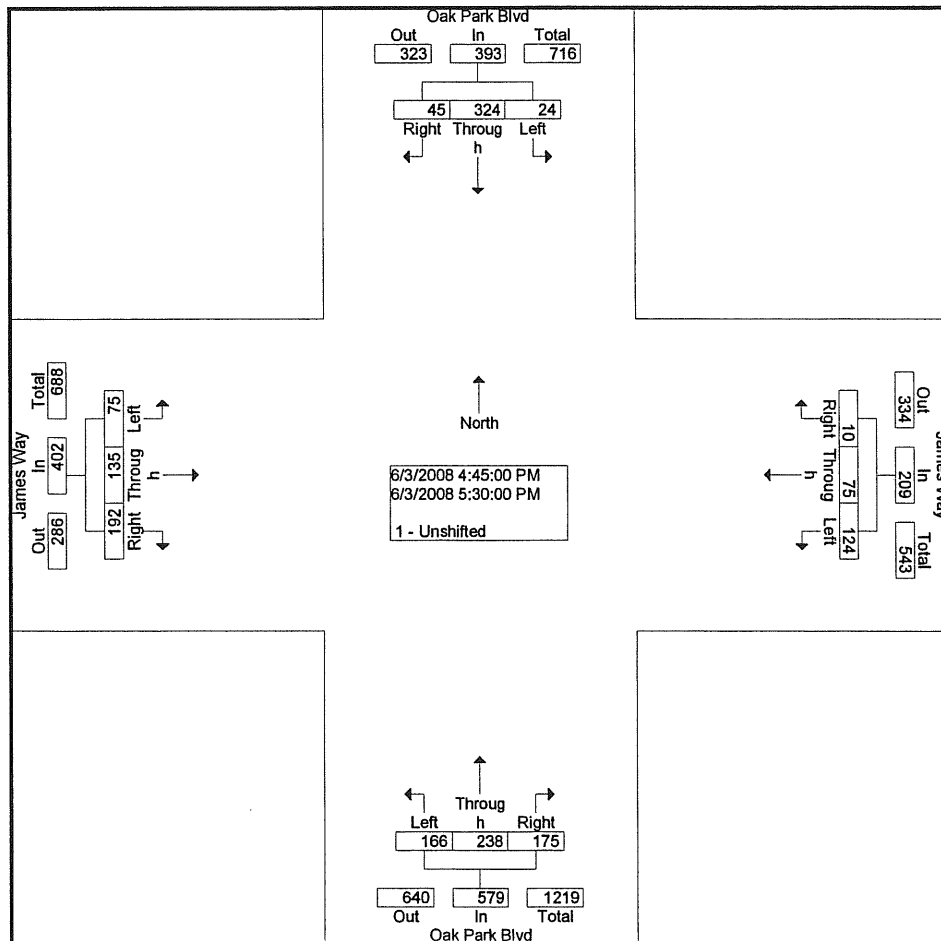
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Start Time	Left	Thro ugh	Right	App. Total	Left	Thro ugh	Right	App. Total	Left	Thro ugh	Right	App. Total	Left	Thro ugh	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection 07:45 AM																	
Volume	20	182	43	245	177	85	25	287	214	239	150	603	33	51	105	189	1324
Percent	8.2	74.3	17.6		61.7	29.6	8.7		35.5	39.6	24.9		17.5	27.0	55.6		
08:15																	
Volume	4	60	16	80	56	21	4	81	63	68	31	162	10	13	30	53	376
Peak Factor																	0.880
High Int. 08:15 AM					08:15 AM				08:15 AM				08:30 AM				
Volume	4	60	16	80	56	21	4	81	63	68	31	162	6	18	32	56	
Peak Factor				0.766				0.886				0.931				0.844	



City Traffic Counters 626.256.4171

File Name : OakPJames
Site Code : 00000000
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	Oak Park Blvd Southbound				James Way Westbound				Oak Park Blvd Northbound				James Way Eastbound				
Start Time	Left	Thro ugh	Right	App. Total	Left	Thro ugh	Right	App. Total	Left	Thro ugh	Right	App. Total	Left	Thro ugh	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	24	324	45	393	124	75	10	209	166	238	175	579	75	135	192	402	1583
Percent	6.1	82.4	11.5		59.3	35.9	4.8		28.7	41.1	30.2		18.7	33.6	47.8		
05:00																	
Volume	7	92	9	108	32	18	0	50	41	70	50	161	18	28	54	100	419
Peak Factor																	0.945
High Int.	05:00 PM				05:15 PM				05:00 PM				04:45 PM				
Volume	7	92	9	108	40	22	6	68	41	70	50	161	20	37	60	117	
Peak Factor	0.910								0.899				0.859				



City Traffic Counters
626.256.4171

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Page No : 1

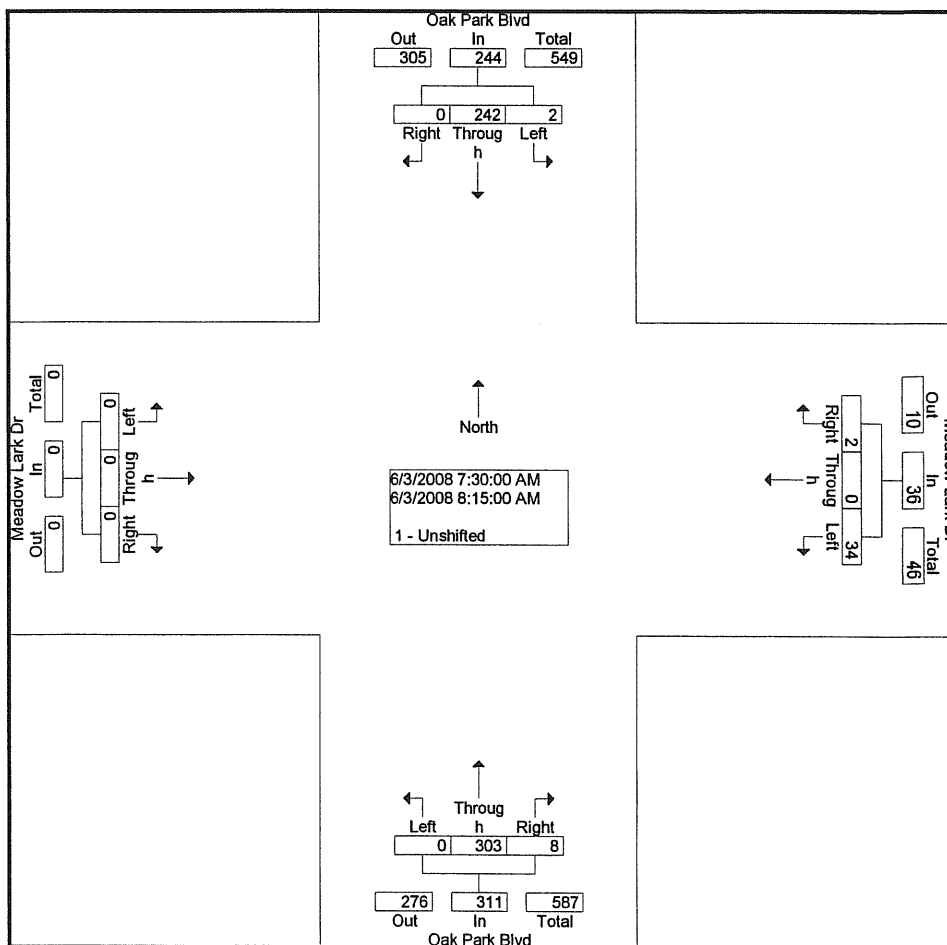
Groups Printed- 1 - Unshifted

	Oak Park Blvd Southbound			Meadow Lark Dr Westbound			Oak Park Blvd Northbound			Meadow Lark Dr Eastbound			Int. Total
Start Time	Left	Throug h	Right	Left	Throug h	Right	Left	Throug h	Right	Left	Throug h	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	1	38	0	6	0	2	0	43	0	0	0	0	90
07:15 AM	0	58	0	11	0	2	0	59	2	0	0	0	132
07:30 AM	1	62	0	12	0	0	0	71	1	0	0	0	147
07:45 AM	0	66	0	6	0	2	0	70	3	0	0	0	147
Total	2	224	0	35	0	6	0	243	6	0	0	0	516
08:00 AM	0	58	0	2	0	0	0	77	4	0	0	0	141
08:15 AM	1	56	0	14	0	0	0	85	0	0	0	0	156
08:30 AM	0	71	0	7	0	1	0	58	1	0	0	0	138
08:45 AM	0	69	0	8	0	3	0	44	1	0	0	0	125
Total	1	254	0	31	0	4	0	264	6	0	0	0	560
04:00 PM	1	78	0	4	0	1	0	77	6	0	0	0	167
04:15 PM	0	82	0	6	0	0	0	74	7	0	0	0	169
04:30 PM	1	86	0	2	0	2	0	60	3	0	0	0	154
04:45 PM	0	88	0	8	0	1	0	73	3	0	0	0	173
Total	2	334	0	20	0	4	0	284	19	0	0	0	663
05:00 PM	2	82	0	3	1	0	0	80	7	0	0	0	175
05:15 PM	2	91	0	6	0	0	0	70	9	0	0	0	178
05:30 PM	5	90	0	5	0	0	0	79	5	0	0	0	184
05:45 PM	6	77	0	3	0	4	0	55	2	0	0	0	147
Total	15	340	0	17	1	4	0	284	23	0	0	0	684
Grand Total	20	1152	0	103	1	18	0	1075	54	0	0	0	2423
Apprch %	1.7	98.3	0.0	84.4	0.8	14.8	0.0	95.2	4.8	0.0	0.0	0.0	
Total %	0.8	47.5	0.0	4.3	0.0	0.7	0.0	44.4	2.2	0.0	0.0	0.0	

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File Name : OakPMead
Site Code : 00000000
Start Date : 6/3/2008
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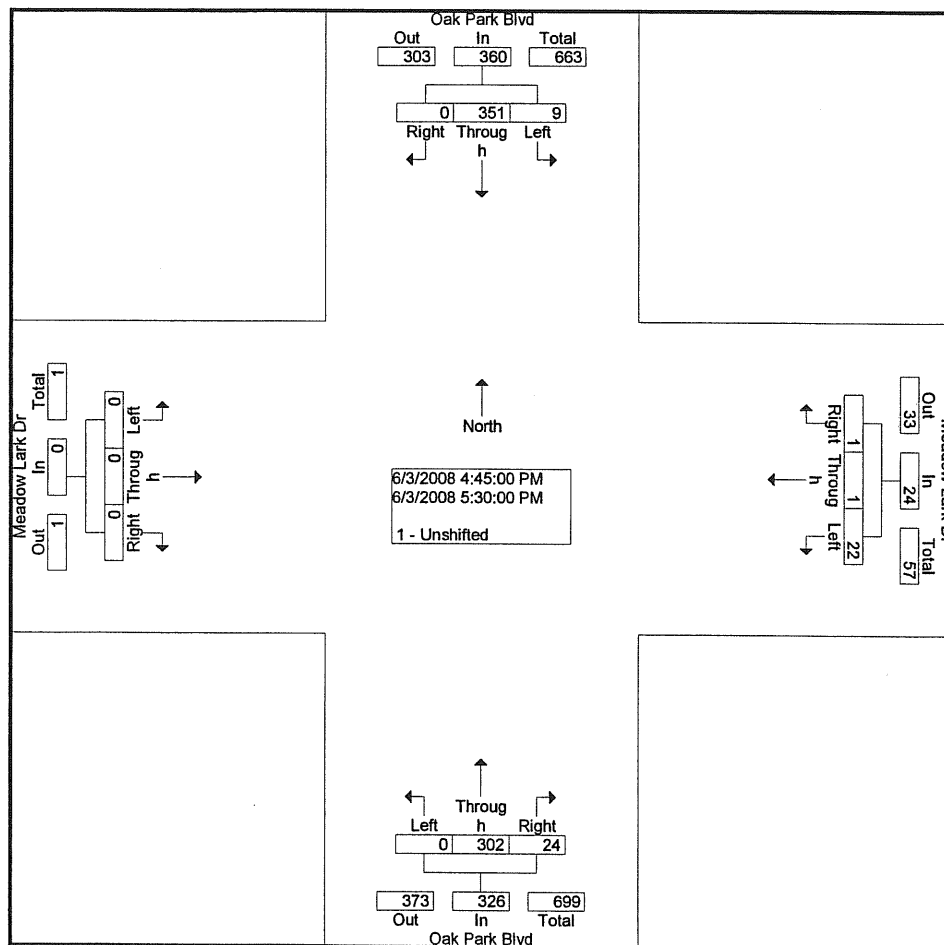
	Oak Park Blvd Southbound				Meadow Lark Dr Westbound				Oak Park Blvd Northbound				Meadow Lark Dr Eastbound				
Start Time	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection 07:30 AM																	
Volume	2	242	0	244	34	0	2	36	0	303	8	311	0	0	0	0	591
Percent	0.8	99.2	0.0		94.4	0.0	5.6		0.0	97.4	2.6		0.0	0.0	0.0		
08:15																	
Volume	1	56	0	57	14	0	0	14	0	85	0	85	0	0	0	0	156
Peak Factor																	0.947
High Int. 07:45 AM					08:15 AM				08:15 AM				6:45:00 AM				
Volume	0	66	0	66	14	0	0	14	0	85	0	85					
Peak Factor				0.924				0.643				0.915					



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File Name : OakPMead
Site Code : 00000000
Start Date : 6/3/2008
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	Oak Park Blvd Southbound				Meadow Lark Dr Westbound				Oak Park Blvd Northbound				Meadow Lark Dr Eastbound				
Start Time	Left	Thro ugh	Right	App. Total	Left	Thro ugh	Right	App. Total	Left	Thro ugh	Right	App. Total	Left	Thro ugh	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	9	351	0	360	22	1	1	24	0	302	24	326	0	0	0	0	710
Percent	2.5	97.5	0.0		91.7	4.2	4.2		0.0	92.6	7.4		0.0	0.0	0.0		
05:30																	
Volume	5	90	0	95	5	0	0	5	0	79	5	84	0	0	0	0	184
Peak Factor																	0.965
High Int.	05:30 PM				04:45 PM				05:00 PM								
Volume	5	90	0	95	8	0	1	9	0	80	7	87					
Peak Factor																	
	0.947				0.667				0.937								



City Traffic Counters
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Page 1

Site Code: 000000000000

Station ID:

Oak Park Blvd

Bt James & Meadowlark

Latitude: 0' 0.000 Undefined

Start Time	03-Jun-08 Tue	North	South	Total
12:00 AM		3	5	8
12:15		3	2	5
12:30		4	4	8
12:45		2	0	2
01:00		0	1	1
01:15		3	3	6
01:30		0	2	2
01:45		2	1	3
02:00		1	0	1
02:15		2	1	3
02:30		2	0	2
02:45		3	1	4
03:00		1	1	2
03:15		1	2	3
03:30		1	0	1
03:45		2	0	2
04:00		2	1	3
04:15		1	2	3
04:30		1	4	5
04:45		1	3	4
05:00		2	12	14
05:15		4	6	10
05:30		8	14	22
05:45		17	20	37
06:00		25	8	33
06:15		31	22	53
06:30		52	36	88
06:45		64	32	96
07:00		50	53	103
07:15		62	61	123
07:30		79	82	161
07:45		72	59	131
08:00		84	56	140
08:15		84	86	170
08:30		60	64	124
08:45		46	82	128
09:00		52	63	115
09:15		38	54	92
09:30		52	42	94
09:45		30	60	90
10:00		32	57	89
10:15		44	68	112
10:30		46	38	84
10:45		34	42	76
11:00		47	44	91
11:15		54	56	110
11:30		52	64	116
11:45		47	56	103
Total		1303	1370	2673
Percent		48.7%	51.3%	
Peak		07:30	08:15	07:30
Vol.		319	295	602
P.H.F.		0.949	0.858	0.885

City Traffic Counters
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Page 2

Site Code: 000000000000

Station ID:

Oak Park Blvd

Bt James & Meadowlark

Latitude: 0' 0.000 Undefined

Start Time	03-Jun-08 Tue	North	South	Total
12:00 PM		66	53	119
12:15		53	54	107
12:30		51	66	117
12:45		56	40	96
01:00		63	66	129
01:15		60	65	125
01:30		52	50	102
01:45		46	70	116
02:00		48	56	104
02:15		60	58	118
02:30		57	84	141
02:45		76	80	156
03:00		67	62	129
03:15		86	58	144
03:30		68	88	156
03:45		86	89	175
04:00		79	82	161
04:15		69	90	159
04:30		57	84	141
04:45		78	92	170
05:00		82	107	189
05:15		73	100	173
05:30		82	94	176
05:45		62	74	136
06:00		68	70	138
06:15		46	66	112
06:30		62	52	114
06:45		38	53	91
07:00		52	42	94
07:15		44	42	86
07:30		52	28	80
07:45		41	54	95
08:00		42	39	81
08:15		32	24	56
08:30		46	28	74
08:45		57	21	78
09:00		28	16	44
09:15		17	13	30
09:30		25	16	41
09:45		11	11	22
10:00		16	20	36
10:15		14	9	23
10:30		9	5	14
10:45		9	4	13
11:00		9	10	19
11:15		3	2	5
11:30		3	4	7
11:45		5	4	9
Total		2306	2395	4701
Percent		49.1%	50.9%	
Peak		15:15	16:45	16:45
Vol.		319	393	708
P.H.F.		0.927	0.918	0.937

City Traffic Counters
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Page 1

Site Code:
Station ID:
Oak Park Blvd
N/O Meadowlark
Latitude: 0' 0.000 Undefined

Start Time	03-Jun-08 Tue	North	South	Total
12:00 AM		5	4	9
12:15		3	3	6
12:30		1	3	4
12:45		2	1	3
01:00		2	1	3
01:15		1	3	4
01:30		2	0	2
01:45		2	2	4
02:00		1	1	2
02:15		1	0	1
02:30		2	1	3
02:45		2	0	2
03:00		3	1	4
03:15		1	1	2
03:30		1	2	3
03:45		2	0	2
04:00		1	0	1
04:15		2	1	3
04:30		1	3	4
04:45		1	3	4
05:00		1	4	5
05:15		2	8	10
05:30		4	7	11
05:45		10	16	26
06:00		16	13	29
06:15		31	11	42
06:30		35	18	53
06:45		55	35	90
07:00		52	30	82
07:15		56	53	109
07:30		62	59	121
07:45		82	68	150
08:00		63	55	118
08:15		70	58	128
08:30		64	72	136
08:45		54	60	114
09:00		40	72	112
09:15		42	48	90
09:30		44	49	93
09:45		42	33	75
10:00		28	56	84
10:15		34	64	98
10:30		46	48	94
10:45		42	35	77
11:00		28	40	68
11:15		43	46	89
11:30		42	44	86
11:45		52	61	113
Total		1176	1193	2369
Percent		49.6%	50.4%	
Peak		07:45	08:15	07:45
Vol.		279	262	532
P.H.F.		0.851	0.910	0.887

City Traffic Counters
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Page 2

Site Code:
Station ID:
Oak Park Blvd
N/O Meadowlark
Latitude: 0' 0.000 Undefined

Start Time	03-Jun-08 Tue	North	South	Total
12:00 PM		42	50	92
12:15		52	50	102
12:30		50	43	93
12:45		49	56	105
01:00		51	53	104
01:15		52	62	114
01:30		58	42	100
01:45		42	45	87
02:00		39	60	99
02:15		48	53	101
02:30		50	65	115
02:45		52	68	120
03:00		52	71	123
03:15		57	52	109
03:30		87	63	150
03:45		68	80	148
04:00		66	73	139
04:15		67	85	152
04:30		58	78	136
04:45		54	89	143
05:00		74	80	154
05:15		68	94	162
05:30		61	97	158
05:45		68	81	149
06:00		58	70	128
06:15		56	59	115
06:30		40	66	106
06:45		58	50	108
07:00		42	46	88
07:15		38	40	78
07:30		33	32	65
07:45		47	24	71
08:00		34	40	74
08:15		31	28	59
08:30		24	22	46
08:45		42	20	62
09:00		57	23	80
09:15		16	17	33
09:30		20	11	31
09:45		19	10	29
10:00		7	14	21
10:15		15	15	30
10:30		11	6	17
10:45		12	8	20
11:00		6	3	9
11:15		3	6	9
11:30		2	0	2
11:45		4	6	10
Total		2040	2206	4246
Percent		48.0%	52.0%	
Peak		15:30	16:45	17:00
Vol.		288	360	623
P.H.F.		0.828	0.928	0.961

INTERSECTION CAPACITY UTILIZATION**INTERSECTION NO. 1****NORTH/SOUTH: Oak Park Boulevard****EAST/WEST: James Way****SCENARIO: Existing 2008
AM Peak Hour**

Move- ment	Existing 2008					
	Lane	Capacity	Volume		V/C Ratio	
			BASE	W/PROJECT	BASE	W/PROJECT
NBL	1.0	1,600	214	214	0.13 *	0.13 *
NBT	2.0	3,200	230	297	0.12	0.14
NBR	0.0	0	150	150	0.00	0.00
SBL	1.0	1,600	20	20	0.01	0.01
SBT	2.0	3,200	182	225	0.07 *	0.08 *
SBR	0.0	0	43	43	0.00	0.00
EBL	1.0	1,600	33	33	0.02	0.02
EBT	1.0	1,600	51	51	0.03 *	0.03 *
EBR	1.0	0 1,600	105	105	0.00	0.00
WBL	1.0	1,600	177	177	0.11 *	0.11 *
WBT	1.0	1,600	85	85	0.07	0.07
WBR	0.0	0	25	25	0.00	0.00
N/S Critical Movements					0.20	0.21
E/W Critical Movements					0.14	0.14
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.44	0.45
Level of Service (LOS)					A	A

Notes: ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION**INTERSECTION NO. 1****NORTH/SOUTH: Oak Park Boulevard****EAST/WEST: James Way****SCENARIO: Existing 2008
PM Peak Hour**

Move- ment	Existing 2008					
	Lane	Capacity	Volume		V/C Ratio	
			BASE	W/PROJECT	BASE	W/PROJECT
NBL	1.0	1,600	166	166	0.10 *	0.10 *
NBT	2.0	3,200	238	252	0.13	0.13
NBR	0.0	0	175	175	0.00	0.00
SBL	1.0	1,600	24	24	0.02	0.02
SBT	2.0	3,200	324	341	0.12 *	0.12 *
SBR	0.0	0	45	45	0.00	0.00
EBL	1.0	1,600	75	75	0.05	0.05
EBT	1.0	1,600	135	135	0.08 *	0.08 *
EBR	1.0 0	1,600	192	192	0.00	0.00
WBL	1.0	1,600	124	124	0.08 *	0.08 *
WBT	1.0	1,600	75	75	0.05	0.05
WBR	0.0	0	10	10	0.00	0.00
N/S Critical Movements					0.22	0.22
E/W Critical Movements					0.16	0.16
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.48	0.48
Level of Service (LOS)					A	A

Notes: ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION**INTERSECTION NO. 2****NORTH/SOUTH: Oak Park Boulevard****EAST/WEST: Meadowlark Drive****SCENARIO: Existing 2008
AM Peak Hour**

Move- ment	Existing 2008					
	Lane	Capacity	Volume		V/C Ratio	
			BASE	W/PROJECT	BASE	W/PROJECT
NBL	0.0	0	0	0	0.00	0.00
NBT	1.0	1,600	303	318	0.19 *	0.21 *
NBR	0.0	0	8	11	0.00	0.00
SBL	0.0	0	2	2	0.00 *	0.00 *
SBT	1.0	1,600	242	266	0.15	0.17
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00 *	0.00 *
EBT	0.0	0	0	0	0.00	0.00
EBR	0.0	0	0	0	0.00	0.00
WBL	0.0	0	34	39	0.00	0.00
WBT	1.0	1,600	0	0	0.02 *	0.03 *
WBR	0.0	0	2	2	0.00	0.00
N/S Critical Movements					0.19	0.21
E/W Critical Movements					0.02	0.03
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.31	0.34
Level of Service (LOS)					A	A

Notes: ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

P - Protected right turn movement

U - Unprotected right turn movement

N - No right turn on red

F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION**INTERSECTION NO. 2****NORTH/SOUTH: Oak Park Boulevard****EAST/WEST: Meadowlark Drive****SCENARIO: Existing 2008
PM Peak Hour**

Move- ment	Existing 2008					
	Lane	Capacity	Volume		V/C Ratio	
			BASE	W/PROJECT	BASE	W/PROJECT
NBL	0.0	0	0	0	0.00 *	0.00 *
NBT	1.0	1,600	302	303	0.20	0.20
NBR	0.0	0	24	24	0.00	0.00
SBL	0.0	0	9	9	0.00	0.00
SBT	1.0	1,600	351	353	0.23 *	0.23 *
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00 *	0.00 *
EBT	0.0	0	0	0	0.00	0.00
EBR	0.0	0	0	0	0.00	0.00
WBL	0.0	0	22	22	0.00	0.00
WBT	1.0	1,600	0	0	0.01 *	0.01 *
WBR	0.0	0	1	1	0.00	0.00
N/S Critical Movements					0.23	0.23
E/W Critical Movements					0.01	0.01
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.34	0.34
Level of Service (LOS)					A	A

Notes: ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

P - Protected right turn movement

U - Unprotected right turn movement

N - No right turn on red

F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION**INTERSECTION NO. 3****NORTH/SOUTH: Oak Park Boulevard****EAST/WEST: Site Access****SCENARIO: Existing 2008
AM Peak Hour**

Move- ment	Existing 2008					
	Lane	Capacity	Volume		V/C Ratio	
			BASE	W/PROJECT	BASE	W/PROJECT
NBL	0.0	0	0	67	0.00	0.00
NBT	1.0	1,600	300	300	0.19 *	0.23 *
NBR	0.0	0	0	0	0.00	0.00
SBL	0.0	0	0	0	0.00 *	0.00 *
SBT	1.0	1,600	260	260	0.16	0.18
SBR	0.0	0	0	29	0.00	0.00
EBL	1.0	1,600	0	18	0.00 *	0.01 *
EBT	0.0	0	0	0	0.00	0.00
EBR	1.0 #	1,600	0	43	0.00	0.00
WBL	0.0	0	0	0	0.00	0.00
WBT	0.0	0	0	0	0.00 *	0.00 *
WBR	0.0	0	0	0	0.00	0.00
N/S Critical Movements					0.19	0.23
E/W Critical Movements					0.00	0.01
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.29	0.34
Level of Service (LOS)					A	A

Notes: ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

P - Protected right turn movement

U - Unprotected right turn movement

N - No right turn on red

F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION**INTERSECTION NO. 3****NORTH/SOUTH: Oak Park Boulevard****EAST/WEST: Site Access****SCENARIO: Existing 2008
PM Peak Hour**

Move- ment	Existing 2008					
	Lane	Capacity	Volume		V/C Ratio	
			BASE	W/PROJECT	BASE	W/PROJECT
NBL	0.0	0	0	14	0.00 *	0.00 *
NBT	1.0	1,600	325	325	0.20	0.21
NBR	0.0	0	0	0	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00
SBT	1.0	1,600	383	383	0.24 *	0.24 *
SBR	0.0	0	0	2	0.00	0.00
EBL	1.0	1,600	0	1	0.00 *	0.00 *
EBT	0.0	0	0	0	0.00	0.00
EBR	1.0 #	1,600	0	17	0.00	0.00
WBL	0.0	0	0	0	0.00	0.00
WBT	0.0	0	0	0	0.00 *	0.00 *
WBR	0.0	0	0	0	0.00	0.00
N/S Critical Movements					0.24	0.24
E/W Critical Movements					0.00	0.00
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.34	0.34
Level of Service (LOS)					A	A

Notes: ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION**INTERSECTION NO. 1****NORTH/SOUTH: Oak Park Boulevard****EAST/WEST: James Way****SCENARIO: Cumulative
AM Peak Hour**

Move- ment	Cumulative					
	Lane	Capacity	Volume		V/C Ratio	
			BASE	W/PROJECT	BASE	W/PROJECT
NBL	1.0	1,600	214	214	0.13 *	0.13 *
NBT	2.0	3,200	235	302	0.14	0.16
NBR	0.0	0	205	205	0.00	0.00
SBL	1.0	1,600	20	20	0.01	0.01
SBT	2.0	3,200	188	231	0.07 *	0.09 *
SBR	0.0	0	43	43	0.00	0.00
EBL	1.0	1,600	33	33	0.02	0.02
EBT	1.0	1,600	51	51	0.03 *	0.03 *
EBR	1.0 0	1,600	105	105	0.00	0.00
WBL	1.0	1,600	227	227	0.14 *	0.14 *
WBT	1.0	1,600	85	85	0.07	0.07
WBR	0.0	0	25	25	0.00	0.00
N/S Critical Movements					0.20	0.22
E/W Critical Movements					0.17	0.17
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.47	0.49
Level of Service (LOS)					A	A

Notes: ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION**INTERSECTION NO. 1****NORTH/SOUTH: Oak Park Boulevard****EAST/WEST: James Way****SCENARIO: Cumulative
PM Peak Hour**

Move- ment	Cumulative					
	Lane	Capacity	Volume		V/C Ratio	
			BASE	W/PROJECT	BASE	W/PROJECT
NBL	1.0	1,600	166	166	0.10 *	0.10 *
NBT	2.0	3,200	266	280	0.18	0.18
NBR	0.0	0	299	299	0.00	0.00
SBL	1.0	1,600	24	24	0.02	0.02
SBT	2.0	3,200	350	367	0.12 *	0.13 *
SBR	0.0	0	45	45	0.00	0.00
EBL	1.0	1,600	75	75	0.05	0.05
EBT	1.0	1,600	135	135	0.08 *	0.08 *
EBR	1.0	0 1,600	192	192	0.00	0.00
WBL	1.0	1,600	162	162	0.10 *	0.10 *
WBT	1.0	1,600	75	75	0.05	0.05
WBR	0.0	0	10	10	0.00	0.00
N/S Critical Movements					0.22	0.23
E/W Critical Movements					0.18	0.18
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.50	0.51
Level of Service (LOS)					A	A

Notes: ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

P - Protected right turn movement

U - Unprotected right turn movement

N - No right turn on red

F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION**INTERSECTION NO. 2****NORTH/SOUTH: Oak Park Boulevard****EAST/WEST: Meadowlark Drive****SCENARIO: Cumulative
AM Peak Hour**

Move- ment	Cumulative					
	Lane	Capacity	Volume		V/C Ratio	
			BASE	W/PROJECT	BASE	W/PROJECT
NBL	0.0	0	0	0	0.00	0.00
NBT	1.0	1,600	333	348	0.21 *	0.22 *
NBR	0.0	0	8	11	0.00	0.00
SBL	0.0	0	2	2	0.00 *	0.00 *
SBT	1.0	1,600	272	296	0.17	0.19
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00 *	0.00 *
EBT	0.0	0	0	0	0.00	0.00
EBR	0.0	0	0	0	0.00	0.00
WBL	0.0	0	34	39	0.00	0.00
WBT	1.0	1,600	0	0	0.02 *	0.03 *
WBR	0.0	0	2	2	0.00	0.00
N/S Critical Movements					0.21	0.22
E/W Critical Movements					0.02	0.03
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.33	0.35
Level of Service (LOS)					A	A

Notes: ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

P - Protected right turn movement

U - Unprotected right turn movement

N - No right turn on red

F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION**INTERSECTION NO. 2****NORTH/SOUTH: Oak Park Boulevard****EAST/WEST: Meadowlark Drive****SCENARIO: Cumulative
PM Peak Hour**

Move- ment	Cumulative					
	Lane	Capacity	Volume		V/C Ratio	
			BASE	W/PROJECT	BASE	W/PROJECT
NBL	0.0	0	0	0	0.00 *	0.00 *
NBT	1.0	1,600	327	328	0.22	0.22
NBR	0.0	0	24	24	0.00	0.00
SBL	0.0	0	9	9	0.00	0.00
SBT	1.0	1,600	381	383	0.24 *	0.25 *
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00 *	0.00 *
EBT	0.0	0	0	0	0.00	0.00
EBR	0.0	0	0	0	0.00	0.00
WBL	0.0	0	22	22	0.00	0.00
WBT	1.0	1,600	0	0	0.01 *	0.01 *
WBR	0.0	0	1	1	0.00	0.00
N/S Critical Movements					0.24	0.25
E/W Critical Movements					0.01	0.01
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.35	0.36
Level of Service (LOS)					A	A

Notes: ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO. 3

NORTH/SOUTH: Oak Park Boulevard

EAST/WEST: Site Access

**SCENARIO: Cumulative
AM Peak Hour**

Move- ment	Cumulative					
	Lane	Capacity	Volume		V/C Ratio	
			BASE	W/PROJECT	BASE	W/PROJECT
NBL	0.0	0	0	67	0.00 *	0.00 *
NBT	1.0	1,600	306	306	0.19	0.23
NBR	0.0	0	0	0	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00
SBT	1.0	1,600	341	341	0.21 *	0.23 *
SBR	0.0	0	0	29	0.00	0.00
EBL	1.0	1,600	0	18	0.00 *	0.01 *
EBT	0.0	0	0	0	0.00	0.00
EBR	1.0 #	1,600	0	43	0.00	0.00
WBL	0.0	0	0	0	0.00	0.00
WBT	0.0	0	0	0	0.00 *	0.00 *
WBR	0.0	0	0	0	0.00	0.00
N/S Critical Movements					0.21	0.23
E/W Critical Movements					0.00	0.01
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.31	0.34
Level of Service (LOS)					A	A

Notes: ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION**INTERSECTION NO. 3****NORTH/SOUTH: Oak Park Boulevard****EAST/WEST: Site Access****SCENARIO: Cumulative
PM Peak Hour**

Move- ment	Cumulative					
	Lane	Capacity	Volume		V/C Ratio	
			BASE	W/PROJECT	BASE	W/PROJECT
NBL	0.0	0	0	14	0.00 *	0.00 *
NBT	1.0	1,600	351	351	0.22	0.23
NBR	0.0	0	0	0	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00
SBT	1.0	1,600	403	403	0.25 *	0.25 *
SBR	0.0	0	0	2	0.00	0.00
EBL	1.0	1,600	0	1	0.00 *	0.00 *
EBT	0.0	0	0	0	0.00	0.00
EBR	1.0 #	1,600	0	17	0.00	0.00
WBL	0.0	0	0	0	0.00	0.00
WBT	0.0	0	0	0	0.00 *	0.00 *
WBR	0.0	0	0	0	0.00	0.00
N/S Critical Movements					0.25	0.25
E/W Critical Movements					0.00	0.00
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.35	0.35
Level of Service (LOS)					A	A

Notes: ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION**INTERSECTION NO. 1****NORTH/SOUTH: Oak Park Boulevard****EAST/WEST: James Way****SCENARIO: Existing 2008
AM Peak Hour**

Move- ment	Existing 2008					
	Lane	Capacity	Volume		V/C Ratio	
			BASE	W/PROJECT	BASE	W/PROJECT
NBL	1.0	1,600	214	214	0.13 *	0.13 *
NBT	2.0	3,200	230	432	0.12	0.18
NBR	0.0	0	150	150	0.00	0.00
SBL	1.0	1,600	20	20	0.01	0.01
SBT	2.0	3,200	182	312	0.07 *	0.11 *
SBR	0.0	0	43	43	0.00	0.00
EBL	1.0	1,600	33	33	0.02	0.02
EBT	1.0	1,600	51	51	0.03 *	0.03 *
EBR	1.0 0	1,600	105	105	0.00	0.00
WBL	1.0	1,600	177	177	0.11 *	0.11 *
WBT	1.0	1,600	85	85	0.07	0.07
WBR	0.0	0	25	25	0.00	0.00
N/S Critical Movements					0.20	0.24
E/W Critical Movements					0.14	0.14
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.44	0.48
Level of Service (LOS)					A	A

Notes: ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION**INTERSECTION NO. 1****NORTH/SOUTH: Oak Park Boulevard****EAST/WEST: James Way****SCENARIO: Existing 2008
PM Peak Hour**

Move- ment	Existing 2008					
	Lane	Capacity	Volume		V/C Ratio	
			BASE	W/PROJECT	BASE	W/PROJECT
NBL	1.0	1,600	166	166	0.10 *	0.10 *
NBT	2.0	3,200	238	278	0.13	0.14
NBR	0.0	0	175	175	0.00	0.00
SBL	1.0	1,600	24	24	0.02	0.02
SBT	2.0	3,200	324	376	0.12 *	0.13 *
SBR	0.0	0	45	45	0.00	0.00
EBL	1.0	1,600	75	75	0.05	0.05
EBT	1.0	1,600	135	135	0.08 *	0.08 *
EBR	1.0 0	1,600	192	192	0.00	0.00
WBL	1.0	1,600	124	124	0.08 *	0.08 *
WBT	1.0	1,600	75	75	0.05	0.05
WBR	0.0	0	10	10	0.00	0.00
N/S Critical Movements					0.22	0.23
E/W Critical Movements					0.16	0.16
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.48	0.49
Level of Service (LOS)					A	A

Notes: ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

P - Protected right turn movement

U - Unprotected right turn movement

N - No right turn on red

F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION**INTERSECTION NO. 2****NORTH/SOUTH: Oak Park Boulevard****EAST/WEST: Meadowlark Drive****SCENARIO: Existing 2008
AM Peak Hour**

Move- ment	Existing 2008					
	Lane	Capacity	Volume		V/C Ratio	
			BASE	W/PROJECT	BASE	W/PROJECT
NBL	0.0	0	0	0	0.00	0.00
NBT	1.0	1,600	303	349	0.19 *	0.23 *
NBR	0.0	0	8	17	0.00	0.00
SBL	0.0	0	2	2	0.00 *	0.00 *
SBT	1.0	1,600	242	288	0.15	0.18
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00 *	0.00 *
EBT	0.0	0	0	0	0.00	0.00
EBR	0.0	0	0	0	0.00	0.00
WBL	0.0	0	34	48	0.00	0.00
WBT	1.0	1,600	0	0	0.02 *	0.03 *
WBR	0.0	0	2	2	0.00	0.00
N/S Critical Movements					0.19	0.23
E/W Critical Movements					0.02	0.03
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.31	0.36
Level of Service (LOS)					A	A

Notes: ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION**INTERSECTION NO. 2****NORTH/SOUTH: Oak Park Boulevard****EAST/WEST: Meadowlark Drive****SCENARIO: Existing 2008
PM Peak Hour**

Move- ment	Existing 2008					
	Lane	Capacity	Volume		V/C Ratio	
			BASE	W/PROJECT	BASE	W/PROJECT
NBL	0.0	0	0	0	0.00 *	0.00 *
NBT	1.0	1,600	302	308	0.20	0.21
NBR	0.0	0	24	24	0.00	0.00
SBL	0.0	0	9	9	0.00	0.00
SBT	1.0	1,600	351	355	0.23 *	0.23 *
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00 *	0.00 *
EBT	0.0	0	0	0	0.00	0.00
EBR	0.0	0	0	0	0.00	0.00
WBL	0.0	0	22	22	0.00	0.00
WBT	1.0	1,600	0	0	0.01 *	0.01 *
WBR	0.0	0	1	1	0.00	0.00
N/S Critical Movements					0.23	0.23
E/W Critical Movements					0.01	0.01
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.34	0.34
Level of Service (LOS)					A	A

Notes: ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

P - Protected right turn movement

U - Unprotected right turn movement

N - No right turn on red

F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION**INTERSECTION NO. 3****NORTH/SOUTH: Oak Park Boulevard****EAST/WEST: Site Access****SCENARIO: Existing 2008
AM Peak Hour**

Move- ment	Existing 2008					
	Lane	Capacity	Volume		V/C Ratio	
			BASE	W/PROJECT	BASE	W/PROJECT
NBL	0.0	0	0	202	0.00	0.00
NBT	1.0	1,600	300	300	0.19 *	0.31 *
NBR	0.0	0	0	0	0.00	0.00
SBL	0.0	0	0	0	0.00 *	0.00 *
SBT	1.0	1,600	260	260	0.16	0.22
SBR	0.0	0	0	86	0.00	0.00
EBL	1.0	1,600	0	55	0.00 *	0.03 *
EBT	0.0	0	0	0	0.00	0.00
EBR	1.0 #	1,600	0	130	0.00	0.00
WBL	0.0	0	0	0	0.00	0.00
WBT	0.0	0	0	0	0.00 *	0.00 *
WBR	0.0	0	0	0	0.00	0.00
N/S Critical Movements					0.19	0.31
E/W Critical Movements					0.00	0.03
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.29	0.44
Level of Service (LOS)					A	A

Notes: ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

P - Protected right turn movement

U - Unprotected right turn movement

N - No right turn on red

F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION**INTERSECTION NO. 3****NORTH/SOUTH: Oak Park Boulevard****EAST/WEST: Site Access****SCENARIO: Existing 2008
PM Peak Hour**

Move- ment	Existing 2008					
	Lane	Capacity	Volume		V/C Ratio	
			BASE	W/PROJECT	BASE	W/PROJECT
NBL	0.0	0	0	40	0.00 *	0.00 *
NBT	1.0	1,600	325	325	0.20	0.23
NBR	0.0	0	0	0	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00
SBT	1.0	1,600	383	383	0.24 *	0.24 *
SBR	0.0	0	0	4	0.00	0.00
EBL	1.0	1,600	0	6	0.00 *	0.00 *
EBT	0.0	0	0	0	0.00	0.00
EBR	1.0 #	1,600	0	52	0.00	0.00
WBL	0.0	0	0	0	0.00	0.00
WBT	0.0	0	0	0	0.00 *	0.00 *
WBR	0.0	0	0	0	0.00	0.00
N/S Critical Movements					0.24	0.24
E/W Critical Movements					0.00	0.00
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.34	0.34
Level of Service (LOS)					A	A

Notes: ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION**INTERSECTION NO. 1****NORTH/SOUTH: Oak Park Boulevard****EAST/WEST: James Way****SCENARIO: Cumulative
AM Peak Hour**

Move- ment	Cumulative					
	Lane	Capacity	Volume		V/C Ratio	
			BASE	W/PROJECT	BASE	W/PROJECT
NBL	1.0	1,600	214	214	0.13 *	0.13 *
NBT	2.0	3,200	235	437	0.14	0.20
NBR	0.0	0	205	205	0.00	0.00
SBL	1.0	1,600	20	20	0.01	0.01
SBT	2.0	3,200	188	318	0.07 *	0.11 *
SBR	0.0	0	43	43	0.00	0.00
EBL	1.0	1,600	33	33	0.02	0.02
EBT	1.0	1,600	51	51	0.03 *	0.03 *
EBR	1.0 0	1,600	105	105	0.00	0.00
WBL	1.0	1,600	227	227	0.14 *	0.14 *
WBT	1.0	1,600	85	85	0.07	0.07
WBR	0.0	0	25	25	0.00	0.00
N/S Critical Movements					0.20	0.24
E/W Critical Movements					0.17	0.17
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.47	0.51
Level of Service (LOS)					A	A

Notes: ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION**INTERSECTION NO. 1****NORTH/SOUTH: Oak Park Boulevard****EAST/WEST: James Way****SCENARIO: Cumulative
PM Peak Hour**

Move- ment	Cumulative					
	Lane	Capacity	Volume		V/C Ratio	
			BASE	W/PROJECT	BASE	W/PROJECT
NBL	1.0	1,600	166	166	0.10 *	0.10 *
NBT	2.0	3,200	266	306	0.18	0.19
NBR	0.0	0	299	299	0.00	0.00
SBL	1.0	1,600	24	24	0.02	0.02
SBT	2.0	3,200	350	402	0.12 *	0.14 *
SBR	0.0	0	45	45	0.00	0.00
EBL	1.0	1,600	75	75	0.05	0.05
EBT	1.0	1,600	135	135	0.08 *	0.08 *
EBR	1.0 0	1,600	192	192	0.00	0.00
WBL	1.0	1,600	162	162	0.10 *	0.10 *
WBT	1.0	1,600	75	75	0.05	0.05
WBR	0.0	0	10	10	0.00	0.00
N/S Critical Movements					0.22	0.24
E/W Critical Movements					0.18	0.18
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.50	0.52
Level of Service (LOS)					A	A

Notes: ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION**INTERSECTION NO. 2****NORTH/SOUTH: Oak Park Boulevard****EAST/WEST: Meadowlark Drive****SCENARIO: Cumulative
AM Peak Hour**

Move- ment	Cumulative					
	Lane	Capacity	Volume		V/C Ratio	
			BASE	W/PROJECT	BASE	W/PROJECT
NBL	0.0	0	0	0	0.00	0.00
NBT	1.0	1,600	333	379	0.21 *	0.25 *
NBR	0.0	0	8	17	0.00	0.00
SBL	0.0	0	2	2	0.00 *	0.00 *
SBT	1.0	1,600	272	344	0.17	0.22
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00 *	0.00 *
EBT	0.0	0	0	0	0.00	0.00
EBR	0.0	0	0	0	0.00	0.00
WBL	0.0	0	34	48	0.00	0.00
WBT	1.0	1,600	0	0	0.02 *	0.03 *
WBR	0.0	0	2	2	0.00	0.00
N/S Critical Movements					0.21	0.25
E/W Critical Movements					0.02	0.03
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.33	0.38
Level of Service (LOS)					A	A

Notes: ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION**INTERSECTION NO. 2****NORTH/SOUTH: Oak Park Boulevard****EAST/WEST: Meadowlark Drive****SCENARIO: Cumulative
PM Peak Hour**

Move- ment	Cumulative					
	Lane	Capacity	Volume		V/C Ratio	
			BASE	W/PROJECT	BASE	W/PROJECT
NBL	0.0	0	0	0	0.00 *	0.00 *
NBT	1.0	1,600	327	333	0.22	0.22
NBR	0.0	0	24	24	0.00	0.00
SBL	0.0	0	9	9	0.00	0.00
SBT	1.0	1,600	381	385	0.24 *	0.25 *
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00 *	0.00 *
EBT	0.0	0	0	0	0.00	0.00
EBR	0.0	0	0	0	0.00	0.00
WBL	0.0	0	22	22	0.00	0.00
WBT	1.0	1,600	0	0	0.01 *	0.01 *
WBR	0.0	0	1	1	0.00	0.00
N/S Critical Movements					0.24	0.25
E/W Critical Movements					0.01	0.01
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.35	0.36
Level of Service (LOS)					A	A

Notes: ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

P - Protected right turn movement

U - Unprotected right turn movement

N - No right turn on red

F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION**INTERSECTION NO. 3****NORTH/SOUTH: Oak Park Boulevard****EAST/WEST: Site Access****SCENARIO: Cumulative
AM Peak Hour**

Move- ment	Cumulative					
	Lane	Capacity	Volume		V/C Ratio	
			BASE	W/PROJECT	BASE	W/PROJECT
NBL	0.0	0	0	202	0.00 *	0.00
NBT	1.0	1,600	306	306	0.19	0.32 *
NBR	0.0	0	0	0	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00 *
SBT	1.0	1,600	341	341	0.21 *	0.27
SBR	0.0	0	0	86	0.00	0.00
EBL	1.0	1,600	0	55	0.00 *	0.03 *
EBT	0.0	0	0	0	0.00	0.00
EBR	1.0 #	1,600	0	130	0.00	0.00
WBL	0.0	0	0	0	0.00	0.00
WBT	0.0	0	0	0	0.00 *	0.00 *
WBR	0.0	0	0	0	0.00	0.00
N/S Critical Movements					0.21	0.32
E/W Critical Movements					0.00	0.03
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.31	0.45
Level of Service (LOS)					A	A

Notes: ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION**INTERSECTION NO. 3****NORTH/SOUTH: Oak Park Boulevard****EAST/WEST: Site Access****SCENARIO: Cumulative
PM Peak Hour**

Move- ment	Cumulative					
	Lane	Capacity	Volume		V/C Ratio	
			BASE	W/PROJECT	BASE	W/PROJECT
NBL	0.0	0	0	40	0.00 *	0.00 *
NBT	1.0	1,600	351	351	0.22	0.24
NBR	0.0	0	0	0	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00
SBT	1.0	1,600	403	403	0.25 *	0.25 *
SBR	0.0	0	0	4	0.00	0.00
EBL	1.0	1,600	0	6	0.00 *	0.00 *
EBT	0.0	0	0	0	0.00	0.00
EBR	1.0 #	1,600	0	52	0.00	0.00
WBL	0.0	0	0	0	0.00	0.00
WBT	0.0	0	0	0	0.00 *	0.00 *
WBR	0.0	0	0	0	0.00	0.00
N/S Critical Movements					0.25	0.25
E/W Critical Movements					0.00	0.00
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.35	0.35
Level of Service (LOS)					A	A

Notes: ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

P - Protected right turn movement

U - Unprotected right turn movement

N - No right turn on red

F - Free right turn lane